

Meeting Record

**MPO Officials Committee Meeting
Thursday, February 2, 2006
Mayor's Conference Room
City County Building, 555 South 10th Street
Lincoln, Nebraska**

MEMBERS IN ATTENDANCE:

Members: Mayor Seng, Ken Svoboda, Bob Workman, Deb Schorr, Monty Fredrickson
(representing John Craig), NDOR

Others: Karl Fredrickson, Roger Figard, Randy Hoskins, Virendra Singh, Larry Worth, Brian Praeuner, Mike Brienzo, Karen Sieckmeyer, Public Works/Utilities; David Cary, Planning; Mary Roseberry-Brown, (Friends of Wilderness Park); Mike Piernicky, Olsson Associates

Item No. 1 - Review and action on the draft minutes of the Officials Committee.

Karl Fredrickson, Secretary for the Officials Committee, called the meeting to order and requested a motion to approve the minutes of the March 24, 2005, meeting. Motion was made by Deb Schorr to approve the minutes, seconded by Ken Svoboda. Motion carried unanimously.

Item No. 2 - Review and action on an amendment to the *Lincoln-Lancaster FY 2005-2006 Unified Planning Work Program for Transportation Planning*.

Mike Brienzo explained that after the passage of the new Federal Highway Legislation is called SAFETEA-LU which allocated an additional \$108,147 for the Lincoln MPO transportation planning activities. This is to be added to the Unified Planning Work Program activities. The total federal funds to be added is \$108,147. This requires a 20% local match and the adjustments to the program, at 100% of activity costs or \$135,184. The Program will be adjusted as follows:

Travel Model Development and Maintenance	\$12,684
Major Transportation Plan Update	\$50,000
Transportation System Management	\$10,000
Transit Development Plan Study	\$62,500

Mayor Seng made a motion to amend to the Unified Work Program and add to our planning agreements, Ken Svoboda seconded. Motion carried unanimously.

Deb Schorr asked Brienzo if there was any transportation planning in rural areas? Brienzo mentioned that it was not a part of the Unified Work Program but would fall in the Long Range Transportation Planning activity. The City is now in the process of updating the Long Range Transportation Plan and Larry Worth thought it might be something they can look into while doing the Transit Development Plan Study.

Item No. 3 - Briefing on the *Lincoln-Lancaster County Comprehensive Plan and Transportation Plan*

Update covering the transportation planning process.

Randy Hoskins wanted to bring everyone up-to-date with what is happening over the next six to ten months. The City has put together a pretty aggressive schedule for getting the Long Range Transportation Plan updated as part of the larger Comprehensive Plan update. In updating the Long Range Transportation Plan, the City has been preparing our new transportation model; getting it calibrated and validated; and using that new tool to look at how the land uses, that Planning has put together, will look on a 2030 network. Once this is completed, the City is going to look at the problems they will see resulting from that new land use and try to come up with a range of potential solutions that can be used to keep traffic moving. The second week in March, the City will be narrowing it down to three or less alternatives and then do a more in depth study. Next, the City will spend time looking at those alternatives; and running the model to see what impacts the various options have to improve that situation. In May, the City will be asking the Planning Commission basically to narrow our options down to one final plan and do a very comprehensive study on these. By August 10, the City hopes to have a draft document done for the Long Range Transportation update and the Comprehensive Plan update. The City will then notify the public and let them comment. Once that is done, it will be taken to the Planning Commission in September and in October the City will be taking it to the County Board and City Council for their approval. The first week in May, there will be open houses for the public to give their input. The Planning Commission forum is May 17th and that will be a chance for people to give the Planning Commission their opinion on three alternatives they like best or what changes they would like to see on these to take forward to that final concept. Hoskins referred to the system deficiencies on proposed Long Range Transportation Plan map.

David Cary indicated that the pink lines on proposed Long Range Transportation Plan map indicate the Plan in its entirety. Cary wanted to point out a few parallel tracks that are happening here. Since the Long Range Transportation is part of the Comprehensive Plan for the City and County, there needs to be coordination effort to make sure that everything comes together with other parts of the Comprehensive Plan. Other sections of the Comprehensive Plan will be updated through this process as well. By August, all of this should be completed. The City is hiring a consultant to tie the Transit Study into the Long Range Transportation Plan as well. Karl Fredrickson pointed out that the blue color on the map is the Southwest Wastewater Facility.

Roger Figard wanted to mention that the vocal point for the public involvement was City sponsored open houses. When the public hearing before the Planning Commission happens, it will not be the first time that these people have heard about this. Deb Schorr noticed several red stars on the map and asked if they signified anything. Brienzo stated that those are decision points for the Planning Commission when they will be narrowing the alternatives and setting the agenda for the final evaluation of networks. Karl Fredrickson mentioned that on the Planning Commission map, there is a green circle around the dates. These are regular scheduled meetings, the squares are special Planning Commission meetings.

Item No. 4- Briefing on the 2005 Lincoln Metropolitan Area Travel Demand Model Documentation prepared by LIMA & Associates.

Virendra Singh stated that the objective was to provide the Lincoln MPO a fully functional and 24-hour transportation model developed with TransCAD software. This is a two phased project. Phase I deals with the model development calibration and validation with 2004 as the base year. This is the phase which we are presenting to you and ask for your approval. The second Phase of this project deals with the future conditions based upon the Planning Commission proposed 2030 land use and the road

networks scenarios used to support that land use. The City has hired the services of Olsson Associates and LIMA & Associates to help with this particular project and with Singh today is Mike Piernicky from Olsson Associates and Piernicky will be describing Phase I of this project.

Piernicky presented the attached slide presentation on the Regional Transportation Model Conversion and Update.

Piernicky opened it up for questions. Bob Workman asked what was meant by the term *percent green time*? Piernicky said that was an estimation or calculation to take into account that in our arterial and collector street networks, we have traffic signals. The traffic signals will be red in one direction or the other a certain percentage of the time and the amount of capacity has to be reduced because traffic will be stopped part of the time.

Monty Fredrickson asked if when the network was created, was there a factor for the number of driveways at a certain facility? Piernicky stated that there isn't necessarily a factor, however, you can see that we have broken it out by functional classification. Monty Fredrickson asked how the external to external trip tables were developed? Piernicky responded that the information was provided by Ron Schlautman with the Department of Roads. Figard mentioned that this project is trying to replicate what is physically happening on the street today.

Svoboda asked what it would take to make the vehicle trips per dwelling unit to go down? Svoboda would suspect that even in a six year time period, it is not a huge cultural change in society. Your vehicle trips have gone up 6 - 7 percent but yet your vehicle trips to dwelling units have gone down. Piernicky stated that this community is growing in size, therefore, so are the number of trips per dwelling unit.

Mayor Seng made a motion to approve the calibration model, seconded by Workman. Motion carried unanimously.

Item No. 5. - Other topics for discussion.

Monty Fredrickson mentioned that there would be trucks running down the West Beltway this summer hauling dirt south to where the future Warlick interchange will be. The State has purchased an option on the old institution's plant. This option runs out when the K and L interchange is finished which will be this fall. The dirt has to be moved by the end of this year or lose it and it is free to the State. The State will be putting it in places where it hopefully won't need to be moved again.

Monty Fredrickson then referred to the last page of the minutes for August 4, 2005, in reference to when they would potentially do a re-look at the Old Cheney intersection. After reviewing the State's financial situation, the State probably won't be able to complete the South Beltway as fast as they thought. That portion of the West Beltway will come at the end. The good news is that the State thinks they will be able to start on the South Beltway in 2008.

Meeting adjourned.